

Very few peers in the realm possess coronets — we are assured by an authority on the subject — or even if they do, they are generally without the chains and ribbons which are their heirlooms. The only nobleman whom the monarch favored enough to possess such a hereditary ornament ever known to possess such a hereditary covering was an eccentric earl who did reside a thousand miles from Buckingham Palace. One day he ordered a jeweller in Bond-street and sent a jeweller's bill to be measured for a gold coronet, "I don't want it," the manager, stared. The monarch handed him a card, and asked, "How long will it take to make?" The manager replied, "About a fortnight, my lord." The earl had recognized the name on the card. "Good," said the earl, "bring it yours." On a certain day, therefore, the jeweller's bill to the family mansion with the coronet was shown into the earl's bedroom. Although it was 2 p.m., the noble lord had not yet retired, but was lying in bed consuming champagne oysters, the shells of which latter he was busied with two or three boon companions. "Hark ye, exclaimed, "here comes my coronet." "Let's see if it fits it," they said. "O! what a splendid!" "I've named the earl, "better than a bilboquet." "Give me my cheque-book." "I've named a cheque, of which the jeweller shall not decipher the name. "But luckily, he has afterwards, "the bank did. That was business, on y I got a bad cut on the head on an oyster-shell. I wonder what Lord X with that coronet?"

NEW ADVERTISEMENTS

WANTED—A GOOD WRITER with full knowledge of German. "CONSULATE." Care of Office of this Paper. Hongkong, 7th June, 1901. [1437]



GOVERNMENT NOTIFICATION.

THERE are TEMPORARY VACANCIES in the Colonial Secretary's Office for—

(1) **A TYPEWRITING CLERK**—Salary \$100 a month. The applicant must be able to type rapidly and correctly, and must possess a good knowledge of English.

(2) **AN OFFICE CLERK**—Salary \$50 a month. The applicant must possess a good knowledge of English, and must be a man of intelligence and good character.

Engagements will be terminable at one month's notice on either side. Applications in own handwriting with the usual Certificates should be sent to the Acting Colonial Secretary, not later than the 15th inst.

By Command: **T. SERCOMBE SMITH**, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 5th June, 1901. [1435]

AN ACKNOWLEDGMENT.

Wis beg to thank Captain G. WENDING, of the *Maclean*, belonging to Messrs. McLEHOSSE & CO., for the kindness and generosity shown to us when we were on board the steamer, which arrived at Hongkong on the 4th instant from Bangkok.

The following account shows that the Captain is a very kind-hearted man indeed: On board the steamer there was a very poor man, named Chau Fook, with his three children. Chau Fook was in great distress when the steamer arrived at Hongkong, for he was penniless and unable to pay for the expenses of the trip to return to his native country. The Captain hearing this at once gave him some money out of his own pocket, and raised a subscription from the officers and passengers to help to enable him to return to his native country with his three children.

We beg to publish these few lines as an acknowledgment of our deepest gratitude. **THE CHINESE PASSENGERS.** Hongkong, 7th June, 1901. [1436]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. *India* and *Arctica*. From Persian Gulf, ex s.s. *B. I. S. N.* and *E. and P. S. N. Co.'s* steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. **THE INSURANCE** will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 6th June, 1901. [1]

NAVIGAZIONE GENERALE ITALIANA

(Fratelli & Reunione Uniti COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE: THE Steamship "BORMIDA," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent. Bills of Lading will be countersigned by **CARLOWITZ & CO.** Agents. Hongkong, 5th June, 1901. [7]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles:—
International Rioting in North China.
The Lekin Question.
The Health of Hongkong.
The Chinese Plague Scare.
The Colonial Veterinary Surgeon's Report.
The Crisis: Telegrams.
The Plague.
Macao.
Colonial Life in Formosa.
Peking.
Northern Notes.
The Manila Commissary Scandals.
Murderous Piracy near Singapore.
H.B.M.'s Consul in Japan.
Correspondence.
Supreme Court.
Hongkong Rifle Association.
Hongkong Volunteer Corps.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 7th June, 1901.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 8th June, 1901, at 2.30 P.M., at their Sales Rooms, Ice House Street, A VERY FINE COLLECTION OF OLD AND RARE POSTAGE STAMPS, Comprising:—

MAKING BESIEGED, TRANSVAAL and ORANGE RIVER COLONIES, MULREADY COVER, TRIANGULAR CAPE, ENGLISH PLATE NUMBERS, &c., &c., &c.
Catalogues can be had on application, and Stamps are now on view.
Terms:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th June, 1901. [1401]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (under the Bill of Sale), FOR ACCOUNT OF THE CONCERNED, on

MONDAY, the 10th June, 1901, at 2.30 P.M., at No. 17, Des Vieux Road (above the Office of the P. & O. S. N. Co.), SUNDRY OFFICE FURNITURE, Comprising:—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS &c., &c.;

Also, One REMINGTON and One HAMMOND TYPEWRITERS and One Large IRON SAFE by Phillips & Sons, London; and A Quantity of COMMERCIAL CODES.

TERMS:—As Usual. **HUGHES & HOUGH**, Auctioneers. Hongkong, 6th June, 1901. [1434]

REMOVAL.

WE have This Day REMOVED our Office to Nos. 62 & 64, QUEEN'S ROAD CENTRAL, TANIGUCHI, KATO & CO. Hongkong, 6th June, 1901. [1432]

WAR DEPARTMENT CONTRACTS.

HONGKONG DISTRICT.

FIRMS desirous of having their names recorded on the LIST OF CONTRACTORS who are invited to TENDER for the execution of WAR DEPARTMENT WORKS, are requested to make application by letter, addressed to the DISTRICT ENGINEER, Headquarters Office.

War Department Works are divided into three classes, viz.:—
(a) Jobbing work, painting and repairs.
(b) New buildings, or works, up to \$50,000 estimated value.
(c) New buildings or works, of any magnitude above \$50,000 estimated value.

Contractors making application should state which one, or more, of these classes they desire to tender for, and must forward evidence of their capability of undertaking such contracts.

R. LITTLEDALE, Major, R.E., for District Engineer in China. Royal Engineers' Office, Hongkong, 4th June, 1901. [1421]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN, Hongkong, 29th May, 1901. [1377]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [1072]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSETON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO.,

Hongkong, 14th February, 1901. [508]

R. J. REMBIDIOS, FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1396]

A ON & CO., PHOTOGRAPHERS and PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co. Hongkong, 29th March, 1901. [797]

POHOOMULL BROTHERS 57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale, Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles, Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Caskets and Fancy Goods.

Inspection is solicited. Hongkong, 6th November, 1900. [27]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve per cent. for the year) is PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANCELL, Secretary. Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:—

Cert. No.	Shareholder	In the name of
6	10 51—00	Anthony Babington, Esq.
7	10 61—70	Do.
8	10 71—80	Do.
9	10 81—90	Do.
14	10 151—160	Cresney Ewens, Esq.
15	10 161—170	Do.
18	9 182—190	Fung Shiu Sau, Esq.
19	10 301—310	Do.
20	10 301—310	Do.
25	10 246—255	A. G. G. Gordon, Esq.
33	10 311—320	Eleazer Silas Kelly, Esq.
34	10 321—330	Do.
35	10 331—340	Do.
36	10 341—350	Do.
37	10 351—360	Do.

with Transfer Deeds Attached having been LOST, New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers. Hongkong, 7th May, 1901. [1202]

NOTICE TO MARINERS.

No. 131 (SPECIAL).

SHANGHAI DISTRICT. TSUNGMING CROSSING.

CHANNEL SHOALING AND NARROWING.

NOTICE IS HEREBY GIVEN that at the present time there is a depth of only 16 feet at low water of spring tides in the best track between the First Crossing Buoy and the Second Crossing Buoy, which track is from 50 to 100 yards to the northward of the line of these two buoys.

CAUTION. A general shoaling and narrowing of the channel over this crossing is taking place. **A. W. BISBEE**, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1397]

NOTICE TO MARINERS. No. 360.

CHINA SEA. TIENTSIN DISTRICT.

ALTERATION IN CHARACTER OF TSAO-FEI-TIEN LIGHT.

NOTICE IS HEREBY GIVEN that the Character of the Light on Tsao-fei-tien Island (marked on the Admiralty Charts as Sha-lui-tien) has been changed.

The new Light is Dioptric, Group-flashing, of the Fourth Order, showing double white flashes at intervals of 20 seconds.

The Light is elevated 51 feet above the level of the sea and in clear weather it should be visible at a distance of 12 nautical miles. The height of the tower from base to lantern vane has been increased to 57 feet.

By order of the Inspector-General of Customs. **A. M. BISBEE**, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1398]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For particulars apply to **R. G. WILCOX**, 8, Beaconfield Arcade, Hongkong, 22nd May, 1901. [1309]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 26th May, 1901. [1232]

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. **J. W. KEW**, Manager, 20, Des Vieux Road, Hongkong, 18th December, 1900. [3133]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,950 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, **T. JACKSON**, Chief Manager. Hongkong, 30th May, 1901. [1379]

INTIMATIONS

THE NEED

OF MUNICIPAL FREEDOM

IN HONGKONG.

BY

"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. RUTON'S Kowloon Store. Hongkong, 30th May, 1901. [1383]

FOR SALE.

ONE 6-INCH TRANSIT THEODOLITE.

Apply to **B. BROTHERTON HARKER**, 17, Queen's Road Central, Hongkong, 5th June, 1901. [1423]

A. LING & CO.

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE Also FOOCHOW LACQUERED WARE. FURNITURE ON HIRE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1145]

TO LET.

HOUSE at MOUNT KELLETTS PUE.

now in occupation of H. MATHESON DROWN, Esq. Apply to—**LINSTEAD & DAVIS**, Hongkong, 27th March, 1901. [876]

TO LET.

4, ELLIOT CRESCENT, ROBINSON

ROAD, FURNISHED, for THREE MONTHS from the middle of June, or UNFURNISHED for a longer period. Apply to—**MOUNSEY & BRUTTON**, Hongkong, 27th May, 1901. [1340]

TO LET.

TWO SPACIOUS GODOWNS, with

UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243. Apply to—**JOSEPH & CO.**, 1, Duddell Street, Hongkong, 26th March, 1901. [865]

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL. Apply to—**ON CHAI & CO.**, 2nd Floor No. 52, Gage Street, Hongkong, 16th January, 1901. [234]

TO LET.

A HOUSE in RIMON TERRACE.

HOUSES at LEIGHTON HILL. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**, Hongkong, 2nd May, 1901. [66]

TO LET.

TWO ROOMS on the Ground Floor,

BELLILIOS TERRACE, No. 6, with Dependencies. Apply to—**J. ULLMANN & CO.**, 74, Queen's Road Central, Hongkong, 1st June, 1901. [1400]

TO BE LET.

NEWLY-BUILT HOUSES on ROBINSON

ROAD and MOSQUE JUNCTION. Immediate possession. Apply to—**H. L. NORONHA**, Executor of the Estate of the late D. Noronha, Hongkong, 22nd May, 1901. [1308]

TO LET.

NO. 1 STEWART TERRACE.

Apply to—**J. W. NOBLE**, Hongkong, 6th March, 1901. [661]

TO LET.

WITH IMMEDIATE POSSESSION.

NO. 9, SEYMOUR ROAD. Apply to—**S. B.**, Care of Daily Press Office, Hongkong, 14th March, 1901. [740]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill, Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,

"VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 28th August, 1900. [73]

BANKS.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL FULLY PAID-UP ... \$1,000,000
RESERVE FUNDS ... 125,000

Directors: **V. S. VAN BUREN**, Esq., **C. EWENS**, Esq., **O. S. SHARP**, Esq., **H. W. SLADE**, Esq., **HO TUNG**, Esq.

General Managers: Messrs. **JOHN D. HUMPHREYS & SON**.

Bankers: **THE HONGKONG AND SHANGHAI BANKING CORPORATION.**

The Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st February, 1901. [387]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000
SUBSCRIBED ... \$1,125,000
PAID-UP ... \$562,500
RESERVE FUND ... \$40,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.

On FIXED DEPOSITS:—
For 12 months ... 4 1/2 %
" 6 " ... 4 %
" 3 " ... 3 1/2 %

J. THURBURN, Manager, Hongkong. Hongkong, 1st April, 1901. [25]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS At 2 per cent. on Current Account daily balances.

3 1/2 per cent. on Fixed Deposits for 3 months.

4 1/2 " " "

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aer-
ated Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Furniture, Carpets, Rugs and Accessories,
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

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A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100, House Street.

MEH CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST.
Bumile and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road.
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

Mr. N. LAZARUS.
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899.

WING CHEONG,
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS
General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
buy all kinds of Curious at Moderate Prices.
1 & 3, D'AGUILAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901.

[ALL RIGHTS RESERVED.]
SPORT AND ANECDOTE.

BY AN OLD FOGGY.

TOTTENHAM WIN THE ENGLISH CUP.

The last Saturday of the football season is usually as tame and insipid as cold potatoes, but this year excitement has been maintained to the end of April, for both the English Cup and the League championship were matters of uncertainty when the 27th of April dawned. In my last letter I ventured to remark that the United would "need to play their very best" if they were to beat the "Spurs" of Tottenham, at Bolton. But the North London collection of professionals never allowed the Sheffielders to show any trace of superiority, for, with the exception of the last twenty minutes of the first half, the Hotspurs were always the masters of the situation. Frankly and generously let us congratulate the Tottenham team on the brilliant display of Cup football that they have given since this year came in. There is no semblance of a gigantic slice of luck about their achievement, for their five ties have produced eight matches and twelve hours' hard play against Preston North End, Burnley, Reading, West Bromwich Albion and Sheffield United, whom they have defeated in the aggregate by 20 goals as against eight put on against them. They had the good fortune to be drawn to play at Northumberland Park in the first two rounds—but the question of ground never seems to affect their game, for they have shown quite their best paces and manoeuvring at Deepdale, Aston Lower grounds, the Crystal Palace, and Bolton. Personally, I consider the Hotspurs have triumphed superbly. Such a splendidly balanced team of genuine triers deserved success, for they have proved that there is a perfect understanding between them, that they possess an enviable confidence, and that they cannot be overawed by teams, crowds, or strange surroundings. Their victory of last Saturday was gained in the most workmanlike manner, for after being a goal to the bad at the end of the first half, they turned round and equalised at the end of six minutes. A havelian struggle followed, but a quarter of an hour from the finish Tottenham recorded a second goal, and eight minutes later yet a third fell to their lot, so that they conquered such a tough team as Sheffield United by 3-1, and the same night took a special train from Bolton to Tottenham and displayed the silver handle—the little glittering trophy—which is the cause of so much trouble to thousands of enthusiasts. The football mania has captured London—at last. The "Spurs" always seemed more at home with a fast, bouncing, lively ball than the United. The forward play of the winners was methodical and yet dashing. They discarded the wing play practiced at the Palace for clever tactics between the three inside forwards. John Cameron was the main man in the victory, for he was really responsible for two of the goals, although he only shot one of them direct. At half-back the winners were collectively more powerful, although not one of them was fit individually to lace the boots of Needham. The defence of Tottenham was really superb—although actually no better than that of the United, for the giant Foulke, the Colossus of football, had no chance whatever of parrying the balls which took effect. From this it will be seen that the 22,000 spectators at Bolton watched a brilliant display by Tottenham. THE RETURN OF THE TROPHY TO THE SOUTH.

Really Lord Kinnaird does not look much changed from the days when, with his tawny beard and his flannel trousers, he was such a terrible half-back in the ranks of the old Etonians. His lordship seemed to think that some of the play on Saturday was very gentle compared with the Eton wall game and with the field game as practiced twenty years ago. There is no denying that football is now much more gentle than it used to be, and if referees go much further, charging—honest, strong shoulder charging—will be eliminated from the pastime, which will be reduced eventually to a drawing-room sort of entertainment. I, more strongly than I can say, disapprove of tripping, "ankle-biting" and all such contemptible practices, but I do believe in vigorous fair charging—although at some schools I have seen some pretty football with a modicum of the battering process. Those somewhat discursive remarks are all prompted by the presence of Lord Kinnaird, who presented the Cup to the captain, John Leonard Jones, and he by the way is not only a footballer, but a cricketer and coach at Rugby School during the summer. In his little speech the Scottish laird described himself as a Southerner, and said he was glad to think that at last the Cup was going to the South again. Well, as his lordship's team, the Old Etonians, managed to lose the Cup to the Blackburn Olympic in 1883, and as the trophy has been wandering round the provinces ever since, I have no doubt that he is sincerely pleased to see such a change. Moreover, I think anyone who will view the situation dispassionately will rejoice at the turn of events. Southern football will no longer be despised, and the monopoly which the League clubs have enjoyed since the institution of that body has been broken down. I was intensely astonished to hear the managers and officials of League clubs on Saturday declaring that Tottenham had no local players, that they had poached all their men from the League teams without paying any transfer fees, and, in short, that they could not see how the game in the South was to be benefited and kept alive by the triumph of the Hotspurs. When one hears a League football despot making such charges as these, one feels inclined to regard him in the same way that we should if Satan reproved sin. When the League was founded, local players were generally despised. Ready-made footballers from Scotland was the fashion, and there never were such poachers as the League's. Then, by the introduction of the notorious boycott, they fenced themselves round

and declared that if any club took a player from them they were anathematised, and none of the League teams were to be allowed to play them. In deference to the Football Association the boycott law was removed, and owing to public feeling the League clubs have of late endeavoured to obtain English players, and local youths, if at all possible. For instance, Wolverhampton Wanderers have one Scotchman in Fleming, the United have one "foreigner" in the Irishman, Boyle, and Burnley have trained as many Lancashire lads as any club in the Palatinates. The Hotspurs are now passing through the same stage as the Blackburn Rovers in the mid-eighties, and as most of the League clubs in the mid-nineties. Tottenham will probably train some native-born players of their own in due time. But just fancy the officials of League clubs taking this jealous and ridiculous attitude! Where are their feelings of chivalry and sportsmanship? I am sore afraid such qualities are sadly lacking in most of them.

THE LAIRD OF MATJESFONTEIN.
We are now on the threshold of the cricket season—one of the features of which will be the visit of the South African team. Why Dr. Conn Doyle should go out of his way to make an attack on the South Africans I cannot conceive. He has urged people to give our guests a "cold reception"—which, even if deserved, would in my opinion be in execrable taste. Dr. Doyle thinks that these young South Africans ought to stop at home and fight the Boers instead of coming to the old country to play cricket. But it must not be forgotten that an invitation was extended to these cricketers, and that they could not come last year because four-fifths of the team were on active service. They are financed by the Hon. James D. Logan, of Matjesfontein, a gentleman of great wealth, who has behaved splendidly to English cricketers at the Cape, and especially to George Lohmann. Mr. Logan, known as the "Laird of Matjesfontein," has really been the means of two English teams visiting the Cape, and to give a "cold reception" to such a keen and thorough sportsman, such a generous host, and such a loyalist as he has proved during the war, would be a scandal. The African players have done their share of the ball game work, and are as much entitled to play cricket and have a few months' rest as any Englishmen. If we could play all last summer, as we did, surely the Colonist after what he has passed through is entitled to his share of rest and recreation before the hard work of straightening up the country during the next few years.

THE SOUTH AFRICAN CRICKETERS.
The players include Murray Bissett, a pleasant-looking young batsman who captained South Africa against Lord Hawke's team at Johannesburg, and two others of the team in J. H. Sinclair, a fine all-rounder, and G. Rowe, a decent bowler. But in addition there is E. A. Halliwell, the wicket-keeper, who has been to England before, Louis Tanser, a member of a celebrated cricketing family in the Transvaal, and W. Shalstead, one of the cleverest batsmen in Griqualand West, besides others of repute in their own country. They will constitute a strong batting and a sharp fielding side, else I shall be much mistaken, but their attack may be weak. They may train on as the West Indians did. E. Graham is a bowler who makes the ball come in a lot from leg. I should not be surprised to see J. H. Sinclair crack the crack of the tour. He belongs to the Wanderers' Club of Johannesburg, and standing over 6ft. he is only 27 years of age now. He is a free and punishing batsman, and the greatest scores in South Africa stand to his credit, while we must not forget that for South Africa against Lord Hawke's team at Cape Town he not only scored 106 but also captured six wickets for 26 runs. This splendidly-built young man has rendered invaluable aid during the war as a scout, and to tender him a "cold reception" would be a positive injustice. It would be far more British to give our fellow-subjects from over the seas the heartiest greeting that we can. On every hand we see signs of cricket, and concerning the noble game and its prospects I shall be able to say more in my next letter, as some of the counties and the universities will have commenced their programme.

CHAMPIONSHIPS OF THE AMATEUR ATHLETIC ASSOCIATION.

The A.A.A. held their ten miles running championship as usual in the spring—the event this year being decided at Crews, and also supplemented by a seven miles walking contest. The running event fell to A. H. Shrubbs, the South London Harrier who has made such a great name within the last few months. Last summer Alfred Shrubbs, of Horsesham, and the Blue Star Harriers, was quite unknown, as I have already told you, but now he is the holder of the southern and the national cross-country championships, and the ten miles champion of England. This is something for a "kid" of 21, standing 5ft. 6in. and scaling 9st., to beat about. Shrubbs completely doubled up J. T. Rimmer, the four miles champion, as he did at Leicester across-country, while S. Robinson, of Northampton, was so pumped out that at four miles and a half he rolled on to the grass quite exhausted. Shrubbs stays so well that he sprinted home the last 200 yards, and won easily in 32 minutes 32 seconds, while Rimmer, the second man, took 54 mins. 1 sec. Shrubbs's time is the fastest since 1896, so that he is no unworthy successor to Alfred Tysoe, S. Robinson, and Charles Bennett. Indeed, for a little man, Shrubbs is a wonder—a Pocket Wonder. The seven miles' walk fell to J. Butler, of the London Polytechnic Harriers—the club which produced Sturges. Butler is to my mind a fairer walker than Sturges. He is the record holder from 14 to 21 miles, and it must not be forgotten that he has walked fair heel and toe 21 miles 49 yards in three hours. It would take a good athlete 2 hours 7 minutes to run that distance. Walking is the foundation of all fitness, and deserves more commendation than it receives.

London, 4th May.

IF SMITH HAD EXPLAINED.

My wife says, and she says it with a snap, that never, never again will the Smiths get an invitation to eat at our house. And when she once makes up her mind to anything, she sticks to it like shoe-maker's wax to a bit of woolen cloth.

You see the Smiths, man and wife, were old and intimate friends of ours. We lived within a stone's throw of each other for many years, and were as thick as treacle. As to our worldly estate, we were about on a level, in very moderate circumstances.

Between two and three years ago Smith's employers sent him to America on some business errand; he would not tell us what. A fortnight since he turned up at home and gave out that he had made a trifle of money for himself while he was away.

Last Tuesday we had them to dinner; the best dinner my wife could get up. And it was a good one, if I do say it myself. Yet, socially, it was a failure. In the old times Smith had the appetite of a cab horse. Now he picked and winced over the very dishes that used to be his favourites. As my wife pressed him to taste this or that, he thanked her politely, but he didn't eat. Mrs. Smith apologised for her husband, and said he had been ailing somewhat since his return from America. So the dinner ended in disappointment, and the Smiths went home early.

"Poor Smith is ill," said I. "No," said my wife, "he isn't ill. He's proud. He thinks his old friends aren't good enough for him; that's where it is. He's rich, and we are poor, and—"

The worried woman here broke down and cried, and I went out, for a consolation smoke.

And yet bless your soul!—wait a moment, however. If Smith had been perfectly frank and said, "I am not the man I was. I lived high in America, and I'm all gone to pieces with inflammatory dyspepsia, and this splendid dinner will half kill me if I eat it." If he had said that, we should have pulled through without a break. Why didn't he say it?

Here is a lady who does not hesitate to tell us her experience with that wretched ailment. Miss M. J. Barton is her name, and her home, 55, Sorby Street, Sheffield. In a written statement dated September 19th, 1900, of which the following is the sum and substance. She says that it is now rather more than two years since her health began to fail. At first, she thought it was only some trivial ailment that would soon pass away, for beyond loss of appetite and a feeling of languor and weariness, there did not seem to be much the matter with her.

So she struggled on with her work as do countless thousands of brave women every day, hoping to be right again in a short time. But alas! her hope was short lived, for, in addition, that down health-destroyer, had got her in its iron grasp and would not set her free. Instead of getting better, she became worse.

Her tongue was now always foul and nasty, and after taking food—no matter how little—she experienced such a sense of fullness and tightness in the chest that she could scarcely breathe. "It seemed," she says, "as if some heavy weight was resting on my chest and pressing in my ribs." I need not here recount so very painful that she could scarcely bear anything to touch it, and was almost afraid to walk about, the slightest jolting hurt her so.

This feeling of weight and oppression in the chest is one of the most distressing and common symptoms of Indigestion. Like the red flag of the railway signalman it counsels caution and warns of danger ahead. What untold pain and misery might be avoided if only we heeded these danger signals of nature, but there, what's the good of moralising. We don't take warning, therefore suffer in consequence. Miss Barton did for she goes on to say—

"At times I suffered intensely from wind spasms, and was constantly vomiting sour water. Sleep no longer refreshed me, for it only came in snatches and was disturbed by horrible dreams. Deprived of proper rest at night, and afraid to eat much because of the fearful pains that were sure to follow, small wonder I got so weak and thin, that at last I was forced to give in and take to my bed, where I stayed for six weeks. During that time I vomited a quantity of blood."

The doctor said I was suffering from Indigestion, and an ulcerated stomach. His medicine enabled me to get down stairs again, but did not cure me, for I still suffered great pain after eating, and was always tired and weary.

"In this condition I remained for several months, despairing of ever being well again, but providentially I was led to try Seigel's Syrup, and to that medicine alone is due my present good health. Now I can eat heartily and enjoy my meals without fear of pain, and feel brighter and better in every way than I have done for over two years."

Why Mr. Smith didn't mention his illness at our dinner, I don't know. He admitted it afterwards to me. Still my wife hasn't forgiven him. "Happy," says Homer, "are those who died under the high walls of Troy." Happier yet, say I, are those who live and can eat what is set before them.

[60]

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LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLORIOUS	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 29th inst.
LONDON	PLOEMHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th July.
LONDON	RHODES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
LIVERPOOL Direct	HAMBURG	Ger. str.	—	—	MELCHERS & CO.	On 13th inst., at Noon.
BREMEN, VIA PORTS OF CALL.	SOCOTRA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES & LONDON	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, LONDON & BARKOW, V. SPORE, &c.	NATAL	Franch. str.	—	—	MESSAGERIES MARITIMES	On 17th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAYRE & HAMBURG	WITTENBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
TRIESTE, &c., VIA PORTS OF CALL	SAMBA	Aust. str.	—	—	SANDER, WITBER & CO.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDIA	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	GLIMWARTSKY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
VANCOUVER, VIA MOJIL	ALARA	Brit. str.	—	—	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	L. SCHREFF	Brit. ship	—	—	CANADIAN PACIFIC R. CO.	On 12th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 26th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	BRABNER	Brit. str.	—	—	DODWELL & CO. LIMITED	To-day.
PORTLAND (OR)	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRANI	Jap. str.	—	—	SHEWAN, TOMES & CO.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN DIEGO, &c., VIA MOJIL, &c.	PERU	Aust. str.	—	—	PACIFIC MAIL S. S. Co.	On 20th inst.
AUSTRALIAN PORTS	DELGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	GUANGLIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
AUSTRALIAN PORTS	ATLANTIC	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 p.m.
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MOJIL	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	TIENTSIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
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BAYERN	THURSDAY 25th July.
STUTTGART	THURSDAY 8th August.
KONIG ALBERT	THURSDAY 22nd August.
PRINZESS-IRENE	THURSDAY 5th September.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN	WEDNESDAY 3rd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
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GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 11th June, Cargo and Specie

will be received on Board until 5 p.m. on WEDNESDAY, the 13th June, and Parcels will be

received at the Agency's Office until Noon on WEDNESDAY, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
BRABNER	3,601	W. Watt	June 7th
DUKE OF FIFE	3,821	J. S. Cox	June 23rd
OLYMPIA	2,837	J. Truebridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental

trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA

and TACOMA to DYER and St. Michael.

Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.

"EMPEROR OF JAPAN" Comdr. H. Fyfe, R.N.R. WEDNESDAY, 17th July, 1901.

"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-

COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey

as make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS

of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-

-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return

tickets to various ports at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed

on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,

leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. WEDNESDAY, 13th June, at Noon.

"TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About SATURDAY, 6th July.

Taking Cargo and Passengers for all principal ports, these steamers are especially

adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between

YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 6th June, 1901.

SHIPPING.

ARRIVALS.

June 5, ICHANG, British str., 1,240, Wm. L.

Jones, Wuhu 1st June and Chinkiang 2nd.

June 6, BUTTERFIELD & SWIRE.

June 6, TALBOT, British str., 5,600, F. G.

Storford, England 5th April.

June 6, MICHAEL, German str., 710,

Jessen, Hulsberg and Heilow 5th June.

June 6, BENLIND, British str., 1,487, Clarke,

Mororan 29th May, Coals, 4th June, Liv-

INGSTON & Co.

June 6, CHUSAN, British str., 2,852, C. L.

Daniel, Singapore 1st June, Malls and

General—P. & O. S. N. Co.

June 6, ANPING, British str., 1,156, Barlow,

Canton 6th June, General—CHINESE.

June 6, COROMANDEL, British str., 2,783, F. W.

Vibert, R.N.R., Shanghai 4th June, Malls

General—P. & O. S. N. Co.

June 6, SANDAKAN, German str., 1,374, Brand-

stetter, Sandakan 1st June, Timber and

General—MELCHERS & CO.

June 6, LIENSHING, British 1,048, McCluer,

Chefoo 1st June, General—JARDINE,

MATHESON & CO.

June 6, KWANGSHI, British str., 1,248, A. Harris,

Java 29th May, Sugar, 4th June, BUTTERFIELD

& SWIRE.

June 6, SALAHADJI, Dutch str., 1,235, Harst,

Sambha 25th May, Oil—Meyers & Co.

June 6, TROIA, British str., 3,362, Livingstone,

Calcutta 24th May.

CLEANANCES.

AT THE HARBOR MASTER'S OFFICE.

6th JUNE.

Haiken, British str., for Swatow.

Ichang, British str., for Canton.

Sullburg, German str., for Chefoo.

Nienburg, German str., for Yap.

DEPARTURES.

June 6, DONAU, Austrian str., for Singapore.

June 6, KANAGAWA MARU, Jap. str., for Kobe.

June 6, ABILIS, British str., for Moji.

June 6, KWITANG, British str., for Waihaiwei.

June 6, WINGANG, British str., for Shanghai.

June 6, KWANGLEE, British str., for Swatow.

June 6, ANPING MARU, Jap. str., for Swatow.

June 6, BRAND, Norwegian str., for Moji.

VESSELS IN DOCK.

ABERDEEN DOCKS—Marie Jensen, Daijin

Maru.

KOWLOON DOCKS—U.S.S. Bennington, Burn-

side, Meade, Union, Iris, Athenian, Jans, St.

Enoch.

COSMOPOLITAN DOCK—Colonies, Simongan,

Munich, Chingtu.

SHIPPING REPORTS.

The British steamer Limahong, from Chefoo

1st June, had moderate to light N.E. winds and

fine weather throughout the voyage.

The British transport Itola, from Calcutta

24th May, had moderately fine, with rain and

moderate variable winds from Singapore.

The British steamer Ichang, from Wuhu 1st

June and Chinkiang 2nd, had moderate N.W.

winds to Turnabout, from thence to port fresh

N.E. with misty weather and moderate sea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the

above port TO-DAY, the 7th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,

General Managers.

Hongkong, 5th June, 1901. [1430]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain Geo. Blackland, will be despatched as

above TO-DAY, the 7th inst., at 5 P.M.

The attention of Passengers is directed to

the excellent accommodation provided by this

steamer. She is fitted throughout with Electric

Light and is supplied with a Refrigerating

Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 3rd June, 1901. [1411]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.
HOMWARDS.		
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT.	"RHIPHEUS"	On 10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MOJI	"TIENTSIN"	On 7th June.
SHANGHAI	"WOOSUNG"	On 10th June.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 10th June.
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
LAUNCESTON & MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE
AND THE EASTERN CAROLINE
ISLANDS.THE Vessel
"LOUISE J. KENNY"
will be despatched for the above ports on or
about 4th June.
For Freight, apply to
B. J. BARLOW,
Agent,
Queen's Buildings,
Hongkong, 4th June, 1901.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.THE Steamship
"COROMANDEL,"
Captain T. W. Vibert, R.N., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 8th June,
at Noon, taking passengers and cargo for
the above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
H. A. KITCHIN,
Superintendent.

Hongkong, 29th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK.VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HILLGLEN" ... 14th June.
"LOWTHER CASTLE" ... 30th June.
"HEATHBURN" ... About 17th July.
"HUDSON" ...
"JUPITER" ...
"SATSUMA" ...
* Calling at MANILA.For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 24th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT
SAID, FUME AND TRIESTE.
(Taking Cargo at through rates to the BRAMIS,
to SOUTH AFRICA, MADRAS, RED SEA,
BLACK SEA, LEVANT, VENICE and
other EUROPEAN PORTS.)

THE Company's Steamship

"INDIA"
Captain Ghezzi, will be despatched as above
on SATURDAY the 15th inst.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.

Hongkong, 4th June, 1901.

FOR NEW YORK.

THE 3/3 A II American ship
"L. SCHEPP"
will load for the above port, and will have quick
despatch.For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migua.
Oriz.—Brandao & Co.
EVIE J. RAY, American barque, Kater.—
Sander, Wiele & Co.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the
United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.
TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via a Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

GEO. ECKLEY,

ACTING AGENT.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSAILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 17th June, 1901, at
1 p.m., the Company's Steamship
"NATAL," Captain Boule, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSAILLES via BOMBAY.This Steamship connects at COLOMBO with
the *Strand Beik*, which vessel takes on her
Passengers and Mails leaving that port on the
29th instant direct to Suez, Port Said and
Marseilles.Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 3 p.m. on the 16th
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"INDRANI"
will be despatched for the above port on or
about 25th June, 1901.For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.
THE Company's Steamship
"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as
above on the 28th June.For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 30th May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship "BELGIAN KING" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOI, KOBE and
YOKOHAMA on or about 20th June.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
THE Company's Steamship
"GLENNARTNEY,"
Captain Warner, will be despatched as above on
or about the 20th June, 1901.For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ARARA,"
will be despatched for the above port on or
about 1st August, 1901.For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY.Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOI, KOBE and YOKOHAMA.THE Steamship
"INDRAVELLI"
will be despatched for Portland (Or) on
TUESDAY, the 18th June, 1901.Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.
For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,SHEWAN TOMES & CO.
Hongkong, 24th May, 1901.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on THURSDAY, the 27th
inst., at 4 p.m.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th June, 1901.

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.Sole Agents for China,
LUTGENE, EINSTMAN & CO.,
Hongkong, 31st August, 1897.

NOTICES TO CONSIGNEES

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex
s.s. *Guadalupe* and *Bordeaux*, ex s.s.
Verdick and *Ville de Strasbourg*, in connec-
tion with above Steamers hereby informed that
their goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and stored at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 5th inst., request-
ing it to be landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
WEDNESDAY, the 12th inst., at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 12th inst., or they will not be recognised.
All damaged packages will be examined on
WEDNESDAY, the 12th inst., at 3 p.m.No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th June, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"CHINGWO,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 10th instant, at
10 a.m., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the vessel's arrival here, after which no
claims will be recognised.Optional goods will be landed here unless
instructions are given to the contrary before
2 p.m. TO-DAY.JARDINE, MATHESON & CO.,
Agents.

Hongkong, 3rd June, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.THE Company's Steamship
"KANAGAWA MARU,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 11th instant will be
subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 14th inst., or claims in connection
therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 4th June, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"CHELYDRA,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.Cargo impeding the discharge or remaining
on board after Noon, the 6th instant, will be
landed at Consignees' risk and expense into
Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901.

WANTED—A Well-qualified and Ex-
perienced CHINESE CLERK, able
to Write and Translate Chinese into English
and vice versa.Apply—
H. B.
Care of Daily Press Office.

Hongkong, 5th June, 1901.

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